2003
Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates

where available

Special Locality Report
137

City of Williamsburg

Prepared By

Virginia Department of Transportation
Mobility Management Division

In Cooperation With

U.S. Department of Transportation
Federal Highway Administration

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

Interstate Route

Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

US Route

Virginia State Route

Secondary Route

Special Routes

Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route

ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

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City of Williamsburg

Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle	Truck 3+Axle	Truck 1Trail	Truck 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Williamsburg																
5 199	0.24	**21000**	**G**	92%	0%	1%	4%	2%	0%	C	0.08	F	0.547	22000	G	2003
From: WCL Williamsburg																
To: SR 31, SR 199																
5 Jamestown Rd	0.27	**11000**	**G**	98%	0%	2%	0%	0%	0%	C	0.087	F	0.528	11000	G	2003
From: 137-7073 John Tyler Memorial Hwy																
To: 137-7075 Boundary St																
5 Jamestown Rd	1.50	**12000**	**G**	97%	0%	1%	0%	1%	0%	C	0.086	F	0.512	12000	G	2003
From: Jamestown Rd																
To: Francis St																
5 Boundary St	0.07	**12000**	**G**	97%	0%	1%	0%	1%	0%	F	0.077	F	0.532	12000	G	2003
From: Boundary St																
To: SR 132 Henry St																
5 Francis St	0.09	**8500**	**G**	95%	0%	1%	2%	2%	0%	C	0.080	F	0.554	9100	G	2003
From: Francis St																
To: SR 162 Lafayette St																
5 Henry St	0.38	**6400**	**G**	95%	1%	1%	2%	1%	0%	C	0.090	F	0.580	6700	G	2003
From: SR 132 Henry St																
To: Capital Landing Rd																
5 Lafayette St	0.33	**13000**	**G**	96%	1%	2%	1%	0%	0%	F	0.085	F	0.576	14000	G	2003
From: Capital Landing Rd																
To: US 60 Page St																
5 60 Page Street	0.25	**21000**	**G**	97%	1%	2%	0%	0%	0%	C	0.076	F	0.6	22000	G	2003
From: Second St																
To: US 60 Page St																
5 60 Page Street	0.31	**21000**	**G**	97%	1%	2%	0%	0%	0%	F	0.076	F	0.595	23000	G	2003
From: US 60 Page St																
To: SR 143 Merrimac St																
5 Capitol Landing Rd	0.62	**8600**	**G**	96%	1%	2%	0%	1%	0%	C	0.089	F	0.606	9100	G	2003
From: James City County Line																
To: SR 199																
31 Jamestown Road	0.06	**22000**	**G**	97%	0%	1%	0%	1%	0%	F	0.095	F	0.580	23000	G	2003
From: WCL Williamsburg																
To: Ironbound Rd																
60 Richmond Rd	1.37	**23000**	**G**	94%	0%	3%	1%	1%	0%	F	0.078	F	0.548	24000	G	2003
From: Ironbound Rd																
To: Bypass Rd																
60 Richmond Rd	0.30	**33000**	**G**	96%	1%	2%	1%	1%	0%	C	0.074	F	0.564	35000	G	2003
From: Richmond Rd																
To: NCL Williamsburg																
60 Bypass Rd	0.11	**29000**	**G**	97%	0%	1%	1%	1%	0%	C	0.074	F	0.502	31000	G	2003
From: NCL Williamsburg																
To: Parkway Dr																
60 Bypass Rd	0.50	**20000**	**G**	96%	1%	2%	1%	1%	0%	C	0.078	F	0.505	21000	G	2003
From: Parkway Dr																
To: SR 5; Page Street																
60 Bypass Rd	0.16	**19000**	**G**	96%	1%	2%	1%	1%	0%	F	0.079	F	0.596	20000	G	2003
From: Bypass Rd																
To: Second Street																
60 Page Street	0.31	**21000**	**G**	97%	1%	2%	0%	0%	0%	F	0.076	F	0.595	23000	G	2003
From: Second Street																
To: Lafayette St; York St																
60 Page Street	0.25	**21000**	**G**	97%	1%	2%	0%	0%	0%	C	0.076	F	0.6	22000	G	2003
From: SR 5; Page Street																
To: ECL Williamsburg																
60 York Street	0.60	**18000**	**G**	95%	1%	2%	1%	1%	0%	C	0.076	F	0.636	19000	G	2003
From: SR 199																
To: Ireland Street																
132 Henry St South	1.77	**4000**	**G**	96%	0%	2%	1%	1%	0%	C	0.084	F	0.523	4200	G	2003
From: Ireland Street																
To: SR 5																
132 Henry St South	0.08	**4000**	**N**	96%	0%	2%	1%	1%	0%	N	0.084	N	0.523	4200	N	2003
From: SR 5																
To: FRANCIS ST																
132 5 Henry St	0.38	**6400**	**G**	95%	1%	1%	2%	1%	0%	C	0.090	F	0.580	6700	G	2003

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City of Williamsburg																
				From: Lafayette St												
132 Henry St North	0.44	**8200**	**G**	96%	1%	2%	0%	0%	0%	C	0.092	F	0.581	8600	G	2003
				To: SR 132 Y												
				From:												
132 N.Henry St	0.16	**13000**	**G**	96%	1%	2%	0%	0%	0%	F	0.095	F	0.651	14000	G	2003
				To: York County Line												
				From: Colonial Parkway												
Wye 132	0.29	**7800**	**G**	97%	1%	2%	0%	1%	0%	C	0.100	F	0.538	8200	G	2003
				To: SR 132												
				From: ECL Williamsburg												
143 Merrimac Trail	0.90	**6500**	**G**	93%	1%	3%	3%	1%	0%	C	0.086	F	0.518	6900	G	2003
				To: SR 5 Capital Landing Rd												
				From:												
143 Merrimac Trail	0.37	**9300**	**G**	96%	0%	1%	1%	1%	0%	C	0.089	F	0.604	9800	G	2003
				To: York County Line												
				From: WCL Williamsburg												
199	0.24	**21000**	**G**	92%	0%	1%	4%	2%	0%	C	0.08	F	0.547	22000	G	2003
				To: SR 5; SR 31 Jamestown Rd												
				From:												
199	0.07	**23000**	**G**	92%	1%	2%	4%	2%	0%	C	0.083	F	0.533	24000	G	2003
				To: James City County Line												
				From:												
199	0.09	**23000**	**N**	92%	1%	2%	4%	2%	0%	N	0.083	N	0.533	24000	N	2003
				To: ECL Williamsburg												
				From: James City County Line												
90003 Colonial Parkway	3.20	**6100**	**O**	86%	2%	3%	5%	3%	0%	F	0.091	F		NA		2003
				To: York County Line												
				From: Bypass Rd												
7075 Richmond Rd	0.37	**23000**	**G**								0.081	F	0.532	24000	G	2003
				To: Monticello Ave												
				From:												
7075 Richmond Rd	0.95	**13000**	**G**	97%	1%	1%	0%	0%	0%	F	0.084	F	0.536	14000	G	2003
				To: Armistead Ave												
				From: Henry St South												
7075 Francis St	0.91	**8200**	**G**	97%	1%	1%	0%	0%	0%	C	0.08	F	0.575	8600	G	2003
				To: Waller St												
				From: Richmond Rd												
7077 Lafayette St	0.12	**10000**	**G**	97%	1%	1%	0%	0%	0%	F	0.084	F	0.554	11000	G	2003
				To: Bacon Ave												
				From: Bacon St												
7077 Lafayette St	0.82	**13000**	**G**	97%	1%	1%	0%	0%	0%	F	0.086	F	0.516	13000	G	2003
				To: Henry St												
				From: Page St												
7079 Second St	0.19	**17000**	**G**	96%	1%	2%	1%	1%	0%	F	0.084	F	0.569	18000	G	2003
				To: Parkway Dr												
				From:												
7079 Second St	0.22	**19000**	**G**	96%	1%	2%	1%	1%	0%	C	0.083	F	0.577	20000	G	2003
				To: York County Line												
				From: James City County Line												
7081 Iron Bound Rd	0.57	**7800**	**G**	97%	0%	2%	0%	1%	0%	C	0.085	F	0.61	8300	G	2003
				To: Longhill Rd												
				From:												
7081 Iron Bound Rd	0.05	**13000**	**G**	97%	0%	2%	0%	1%	0%	F	0.079	F	0.559	13000	G	2003
				To: Richmond Rd												
				From: Ironbound Rd												
7082 Longhill Rd	0.63	**4000**	**G**	98%	0%	1%	0%	0%	0%	C	0.086	F	0.650	4300	G	2003
				To: WCL Williamsburg												
				From: Compton Dr												
7083 Monticello Ave	0.35	**14000**	**G**								0.084	F	0.52	15000	G	2003
				To: Richmond Rd												
				From: Page St												
7086 Penniman Rd	0.49	**2400**	**G**	97%	1%	2%	0%	0%	0%	C	0.099	F	0.771	2600	G	2003
				To: York County Line												

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						2Axle	3+Axle	1Trail	2Trail							
City of Williamsburg																
				From: Golf Course Entrance												
Carters Grove Country		**800**	**G**	97%	1%	2%	0%	0%	0%	C	0.113	F	0.806	800	G	2003
				To: Williamsburg Avenue												
				From: Jones Mill Ln												
Holly Hills Drive		**660**	**G**	99%	1%	1%	0%	0%	0%	C	0.106	F	0.543	660	G	2003
				To: Sir Thomas Lunsford Dr												
				From: Mount Vernon Avenue												
Matoaka Court		**1300**	**G**								0.09	F	0.705	1300	G	2003
				To: Richmond Road												
				From: Piney Creek Dr												
Patrick Henry Drive		**450**	**G**	99%	0%	0%	0%	0%	0%	C	0.103	F	0.52	450	G	2003
				To: Waltz Dr												
				From: SR 199												
Quatrpath Rd		**1500**	**G**								0.150	F		1600	G	2003
				To: York St												
				From: Williamsburg Avenue												
S. England Street		**2300**	**G**								0.098	F	0.511	2300	G	2003
				To: Francis Street												